

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS - DPW AND PARKS, RECREATION & RAILROAD

DATE: JULY 3, 2012

COMMITTEE MEMBERS PRESENT: OTHERS PRESENT:

SUPERVISORS BENTLEY	JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS
MERLINO	KEVIN HAJOS, DEPUTY SUPERINTENDENT OF PUBLIC WORKS
MONROE	TIM BENWAY, DEPUTY DIRECTOR OF PARKS, RECREATION & RAILROAD
CONOVER	STEVE TORRICO, GENERAL MANAGER, SARATOGA & NORTH CREEK RAILWAY
WOOD	DANIEL G. STEC, CHAIRMAN OF THE BOARD
TAYLOR	PAUL DUSEK, COUNTY ADMINISTRATOR
FRASIER	JOAN SADY, CLERK OF THE BOARD
DICKINSON	KEVIN GERAGHTY, BUDGET OFFICER
	SUPERVISORS KENNY
	THOMAS
COMMITTEE MEMBER ABSENT:	
SUPERVISOR MASON	JULIE PACYNA, PURCHASING AGENT
	DON LEHMAN, <i>THE POST STAR</i>
	AMANDA ALLEN, DEPUTY CLERK OF THE BOARD

Mr. Bentley called the meeting of the Public Works Committee to order at 9:30 a.m.

Motion was made by Mr. Conover, seconded by Mrs. Frasier and carried unanimously to approve the minutes of the prior Committee meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to Jeffery Tennyson, Superintendent of Public Works, who distributed copies of both the DPW and Parks, Recreation & Railroad agendas to the Committee members; *copies of both agendas are on file with the minutes.*

Commencing with the review of the Parks, Recreation & Railroad agenda, Mr. Tennyson announced that he would address the agenda review because Paul Butler, Director of Parks, Recreation & Railroad, was on vacation. He noted that Tim Benway, Deputy Director of Parks, Recreation & Railroad, was also in attendance to answer any technical questions the Committee might have. Mr. Tennyson said the first agenda item listed referred to an update on operations by Saratoga North Creek Railway (SNCR) which Steve Torrico, General Manager, was in attendance to address.

Mr. Torrico apprised that SNCR had transported more than 2,000 riders during the month of June. He added that their new operating schedule was working out very well and they were seeing more riders making the connection with Amtrak train service to travel to and from areas located to the south of the Saratoga Springs Station. Mr. Torrico continued that there had also been increases in the number of riders traveling to North Creek for a weekend stay, as well as in the number of riders getting off the train at locations between the Saratoga and North Creek Stations. He then provided an update on the status of the prospective extension of the rail line north of the North Creek Station, referred to as the Sanford Lake Branch, which extended to Barton Mines, during which he noted that brush cutting work was currently ongoing and when complete, a better assessment of the state of the rails could be made. Mr. Torrico advised initial assessments had indicated that the line would not require a lot of work to prepare them for freight operations to and from Barton Mines.

Mr. Dickinson questioned whether accommodations had been made for bicyclists traveling to the area for cycling

trips and Mr. Torrico advised there had been a few small groups of passengers traveling with their bicycles and he noted that a much larger group, of about 125 cyclists, had made reservations to travel by train, along with their bicycling equipment, during the following week. Mr. Tennyson questioned whether SNCR was able to easily accommodate traveling cyclists and Mr. Torrico advised the train already had one baggage car and another was en route in order to provide additional storage.

Mr. Monroe said he had read an article about the opening of the Sanford Lake Branch which reported that following the Surface Transportation Board's ruling in favor of the project, certain environmental groups were appealing the decision. Mr. Torrico confirmed the Surface Transportation Board had ruled in favor of the Sanford Lake Branch being re-opened to train traffic and that grievances were being filed by the Sierra Club against the ruling in order to seek an appeal. In relation to this issue he noted that in many instances, when cutting brush in areas that had not been attended to for long periods of time, issues and concerns from adjoining property owners were raised; however, he said, in this case there had been none so far.

Continuing, Mr. Tennyson advised the next agenda item pertained to discussion regarding the Warrensburg Bike Rally and the possibility of offering a long-term agreement to allow the event to be held at the Warren County Fairgrounds in future years. He explained that for the past nine years, the event had been held in the center of the Town of Warrensburg with motorcycle parking being offered on Main Street, which had caused some traffic issues. Mr. Tennyson further explained that for 2012, the Warrensburg Bike Rally had been moved to the Warren County Fairgrounds where the event organizers had been able to successfully coordinate the event without issue. He said that based on discussions with Mr. Geraghty, it was in the best interest of the Town of Warrensburg to accommodate the event on a long-term basis; therefore, he said, he would suggest authorization of a three to five year contract with the Warrensburg Bike Rally allowing use of the Warren County Fairgrounds for their annual event.

Mr. Dickinson questioned how many motorcycles were involved in the event and Ed Zibro, Founder and Organizer of the Warrensburg Bike Rally, responded there were approximately 800-900 motorcycles on the Fairgrounds property per day for the ten-day Rally. In response to a second question posed by Mr. Dickinson, Mr. Zibro advised that not all attendees stayed for the entire duration of the Rally and he noted that many came for only part of the event, patronizing local camping and lodging facilities during their stay. Mr. Zibro added that moving the Rally to the Fairgrounds site would only allow it to grow bigger and attract higher attendance levels in the coming years. Mr. Tennyson noted that the Fairgrounds property was shut down each evening, when various vendors were used to secure and clean up the site, and re-opened early each morning of the event. He said the Rally had been well coordinated and the Fairgrounds property kept very neat, with no issues or complaints reported by the staff of the neighboring Countryside Adult Home, Cornell Cooperative Extension or Warren County Soil & Water facilities. Mr. Tennyson advised that authorizing a multiple-year contract for use of the Fairgrounds property would allow Mr. Zibro a greater opportunity to advertise the Rally in an effort to increase participation; he noted that Mr. Zibro had indicated additional vendors were already slated for the 2013 Rally. Mr. Dickinson questioned whether a fee was assessed for use of the Fairgrounds property and Mr. Tennyson replied affirmatively, advising that \$150 per day was charged. He continued that the Board of Supervisors had previously voted in favor of reducing the fee from \$300 per day to encourage use. Mr. Taylor asked if County assistance was required for parking during the Rally and Mr. Tennyson replied in the negative, stating that some County assistance had been provided for placement of signs during normal business hours, but noted there had been no financial burden to the County. Mr. Zibro commented that the Rally was a free event which he foresaw becoming much larger in future years; additionally, he thanked everyone involved in moving the event to its new location for their assistance and guidance.

Martin Auffredou, County Attorney, cautioned that he was hesitant to endorse a contract that would authorize a

five-year contract for use of the Fairgrounds property. Instead, he suggested a contract with automatically renewable annual terms for up to five years, provided that a renewable licensing agreement with the same terms and agreements were in place, and contingent upon review and approval by the Superintendent of Public Works to ensure the event was still appropriate for the property and had not become a financial burden to the County. He added that the type of contract he proposed could be automatically renewed by the Superintendent of Public Works for up to five consecutive years without seeking the consent of the Board of Supervisors. Mr. Tennyson agreed this procedure would be appropriate and would also allow annual review of the use fee assessed for the property in relation to any County involvement with the event. Mr. Conover interjected that the contract terms should also include verbiage indicating that the agreement was contingent upon determination that the Town of Warrensburg wished to continue the Rally within their boundaries. Mr. Bentley said the Town of Warrensburg had been very supportive of the event and Mr. Geraghty affirmed this statement, adding that residents were very pleased with the relocation of the Rally to the Fairgrounds property as it improved traffic in the area during the event.

Motion was made by Mr. Dickinson, seconded by Mrs. Wood and carried unanimously to authorize a new contract with the Warrensburg Bike Rally for use of the Warren County Fairgrounds property for their annual event to include automatic renewal terms for up to five consecutive years contingent upon assertion by the Superintendent of Public Works that the event did not cause a significant cost impact to the County and concurrence from the Town of Warrensburg that they desire the event to continue to be held in their community and the necessary resolution was authorized for the July 20th Board meeting.

Resuming the agenda review, Mr. Tennyson advised the next three items pertained to contracts for land use in connection with snowmobile trails, which he outlined as follows:

- Page 1 - Request for a new contract with Lyme Adirondack Timberlands II, LLC for use of a six-mile trail in the Town of Hague for the term commencing December 1, 2012 and terminating November 30, 2013 at a cost of \$3,120;
- Page 7 - Request for a new contract with Lyme Adirondack Timberlands II, LLC for use of a two-mile trail in the Town of Lake Luzerne for the term commencing September 2, 2012 and terminating August 31, 2013 at a cost of \$1; and
- Page 14 - Request to extend the existing contract with the South Warren Snowmobile Club, Inc. and the City of Glens Falls for the licensing of use of trails in the City of Glens Falls, as well as for trail development and maintenance, for the term commencing July 1, 2012 and terminating June 30, 2013.

Paul Dusek, County Administrator, pointed out the fees associated with the new contracts with Lyme Adirondack Timberlands II, LLC and he questioned whether they might be able to negotiate a \$1 contract rate for the trail in the Town of Hague, similar to the rate indicated for the trail in the Town of Lake Luzerne. Mr. Tennyson responded that he would make the appropriate contacts to introduce this request and suggested that the Committee approve a contract rate for an amount not to exceed \$3,120 in order to allow for a lower rate if Lyme Adirondack Timberlands II, LLC was amenable.

Motion was made by Mr. Taylor, seconded by Mrs. Frasier and carried unanimously to approve all three of the aforementioned requests, to include the "for an amount not to exceed \$3,120" rate suggested by Mr. Tennyson for the use of trails in the Town of Hague, and the necessary resolutions were authorized for the July 20th Board meeting. *Copies of the requests are on file with the minutes.*

Mr. Tennyson advised the next agenda item included a request to amend the Departmental Salary Schedule to set

an annual salary of \$42,000 for the Fish Management Specialist position. He reminded the Committee they had previously authorized the position to be filled with a salary range of \$37,000 to \$42,000, as per Resolution No. 155 of 2012. Mr. Tennyson announced that after reviewing all of the candidates for the position, they had re-hired Jeff Inglee, who had previously served as the Fish Management Specialist but left for a higher paying position; he added that Mr. Inglee had demonstrated the most exemplary experience and qualifications of the candidates considered. Mr. Tennyson concluded that both he and Mr. Butler were very happy that Mr. Inglee had returned to the County's employ.

Mr. Geraghty questioned whether the salary indicated was much higher than what Mr. Inglee had been receiving when he decided to leave the position and Mr. Tennyson responded that the previous salary had been in the range of \$35,000, which he argued was far too low for the position.

A brief discussion ensued.

Mr. Dusek said that although he was very pleased with the recently implemented procedure of allowing salary ranges when hiring qualified individuals for certain positions, a piece of the final review process seemed to be missing. In the future, he suggested a final review of the determined salary within the provided salary range should be performed by himself and the respective Department Head to address these types of issues prior to discussion at the Committee level and he said he would issue a guidance memorandum to this effect. With regards to the Fish Management Specialist position, Mr. Dusek said he was comfortable with the selected salary as it was within the range identified subsequent to a salary study performed by his staff. Additionally, he noted that the \$42,000 range limit was representative of a well qualified individual as indicated by Mr. Tennyson. The question in the minds of many Committee members, Mr. Dusek assumed, was whether Mr. Inglee could have been hired back at a salary lower than \$42,000 and that was the part of the review that would be refined in the future.

Motion was made by Mr. Taylor, seconded by Mrs. Frasier and carried unanimously to approve the request to amend the Departmental Salary Schedule to set an annual salary of \$42,000 for the Fish Management Specialist position and refer same to the Personnel Committee. *A copy of the request is on file with the minutes.*

Proceeding to the next agenda item, Mr. Tennyson introduced discussion on the insurance recovery received for damages to the "White House" building and the request from SNCR to have these funds transferred to them as partial repayment for the repairs made at their expense. He advised SNCR had made repairs totaling approximately \$25,000 to the building which they used for office space in connection with railroad operations following smoke and water damage resulting from an electrical fire. Mr. Tennyson pointed out that the agenda included a copy of the letter received from the County's insurance carrier, NYMIR (New York Municipal Insurance Reciprocal), which reflected acceptance of the damage estimates submitted for \$12,719.75 and indicated that after applying the coverage deductible, an insurance payment of \$3,018.92 would be made. Additionally, he noted, a copy of the insurance check received in the aforementioned amount was also included in the agenda packet. He advised the check had been held pending a determination as to whether it could be turned over to SNCR in repayment for the repairs already made to the building. Mr. Tennyson concluded that although the Railroad Operator Contract did not specify that any insurance recoveries received were to be transferred to the Operator, he felt the request should be entertained from a fairness standpoint.

Mr. Taylor questioned whether additional improvements to the building were made other than to repair smoke and water damage and Mr. Tennyson replied that prior to incurring damages, the structure had not met current Building Code requirements. He added that when making repairs, SNCR had upgraded the materials used to meet the

required Code and although no extravagant changes had been made, the building was much improved over its prior state.

Mr. Dusek said he had not had the opportunity to review the Operator Contract, nor the Insurance Law, to determine whether it was possible to appease the request made by SNCR as typically, a municipality was unable to gift its funds to another entity. He requested additional time to review this matter and make a presentation on his findings at the next Committee meeting.

Mr. Merlino entered the meeting at 10:04 a.m.

Moving on, Mr. Tennyson directed the Committee members to agenda page 20 which included a request for a transfer of funds in the amount of \$2,000 from a part-time salary code to a full-time salary code within the Parks, Recreation & Railroad Budget to cover additional overtime costs incurred due to a vacancy at the Fish Hatchery.

Motion was made by Mrs. Frasier, seconded by Mrs. Wood and carried unanimously to approve the request for a transfer of funds and refer same to the Finance Committee. *A copy of the Request for Transfer of Funds form is on file with the minutes.*

Mr. Tennyson addressed the Items of Interest section of the agenda, noting that page 21 included a listing of events scheduled for the Warren County Fairgrounds in 2012, accompanied on following pages by a listing of events held in 2011. He pointed out that the 2012 list reflected the larger events scheduled in advance and noted additional smaller events would likely be held on site, as well. Mr. Tennyson advised the information was being provided in response to an inquiry by the Committee as to the types of events held at the Fairgrounds property.

Concluding the agenda review, Mr. Tennyson noted one pending item, pertaining to the Warrensburg Bike Rally, which had already been addressed and could be removed from the Pending Item List.

Mr. Conover requested an executive session to discuss the employment history of a particular person.

Motion was made by Mr. Conover, seconded by Mr. Monroe and carried unanimously to enter into executive session pursuant to Section 105(f) of the Public Officer's Law.

Executive session was held from 10:07 a.m. to 10:29 a.m.

Upon reconvening Mr. Bentley announced no Committee action was necessary pursuant to the executive session.

Before beginning the review of DPW business, Mr. Bentley read the following aloud:

"The draft 2012 Warren County MS4 Annual Report is scheduled to be posted at <http://warrencountyny.gov/temp/ms4.pdf> on Monday July 9th. The public is invited to provide comments until Monday July 23rd. During this time, please send comments to Jim Lieberum at Warren County Soil and Water Conservation District at jim99@nycap.rr.com or 518-623-3119." *A copy is on file with the minutes.*

Commencing with the DPW agenda review, Mr. Tennyson addressed the Overtime Report which was included on page 1. He pointed out that the Report included overtime figures for all DPW divisions which were consistently below average for the current year. Mr. Tennyson cited some of the reasons for reduced overtime use as being

tighter management controls, implementation of one-man plowing procedures and the mild winter weather.

Mr. Dickinson questioned whether reports of mailbox damage had increased with the commencement of one-man plowing procedures and Mr. Tennyson replied in the negative, noting there had not been an increase in reports of any type of other property damage or accidents, either.

Moving on to the Fuel Report included on agenda page 2, Mr. Tennyson advised they were under budget for fuel expenses due to lower gas prices, which he hoped would remain steady. He said that the final status of the DPW fuel budget would be dependent upon fuel prices and the severity of the upcoming winter season.

Mr. Tennyson announced that agenda page 5 included a request to amend the Departmental Salary Schedule to set an Annual Salary of \$66,000 for the Airport Manager position. He noted the Committee had previously approved a salary range of \$60,000 - \$70,000 for the position by virtue of Resolution No. 605 of 2011. Mr. Tennyson advised the Airport Manager position had been filled some time ago, but action had not been taken to confirm the final salary.

Motion was made by Mrs. Wood, seconded by Mr. Dickinson and carried unanimously to approve the aforementioned request and refer same to the Personnel Committee. *A copy of the request is on file with the minutes.*

Continuing to agenda page 7, Mr. Tennyson presented a request for a new contract with Warren Panzer for professional engineering services relative to asbestos and lead identification, abatement and handling for the term commencing July 2, 2012 and terminating December 31, 2013, to include provisions for two additional one-year extensions. He noted this contract would be routinely used for bridge, building and demolition type projects undertaken by the DPW, utilizing funding from the appropriate project. In response to Mr. Geraghty's inquiry, Mr. Tennyson advised the RFP (request for proposal) relating to the services had been written to require experience working with a number of different structures to provide full flexibility in working with various projects.

Motion was made by Mrs. Wood, seconded by Mrs. Frasier and carried unanimously to approve the request for a new contract with Warren Panzer, as outlined above, and the necessary resolution was authorized for the July 20th Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson apprised the next agenda item included a request to increase Capital Project No. H199.9550 280, Corinth Road Reconstruction, in the amount of \$694,496.18 to reflect the receipt of funding from the Town of Queensbury and National Grid. He noted that the Town of Queensbury's contributions to the Project had not been attributed to the appropriate Code and this action would allow them to be applied properly.

Motion was made by Mr. Taylor, seconded by Mr. Dickinson and carried unanimously to approve the request to increase Capital Project No. H199.9550 280, as previously mentioned, and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

The next agenda item, Mr. Tennyson stated, was a request to amend the existing contract with Rifenburg Construction, Inc. to process change orders for Capital Project No. H199.9550 280, Corinth Road Reconstruction, in an amount not to exceed \$977,654.39, as reflected on agenda page 9. He expounded that multiple change orders had been grouped together in this request to cover a wide range of services which were listed on agenda page 10. Mr. Tennyson advised the appropriate grant had already been increased commensurate with the change orders and funding was in place to cover the increase, a portion of which was being funded by the Town of Queensbury.

Motion was made by Mr. Taylor, seconded by Mr. Dickinson and carried unanimously to approve the aforementioned request and the necessary resolution was authorized for the July 20th Board meeting. *A copy of which is on file with the minutes.*

Mr. Tennyson pointed out agenda pages 11 - 13, were all related to ongoing repair work for the CR44 Bridge over the Hudson River, also known as the Hadley-Luzerne Bridge, and necessary change orders to fund the completion of said work. He explained that in order to fund the change order, a transfer of funds in the amount of \$17,476.68 from Code H331.9550 280, County Bridge Projects, to Code H299.9550 280, Bridge Rehabilitation Projects, as reflected on agenda page 11, was necessary. Mr. Tennyson continued that agenda page 12 included a request to increase Capital Project No. H299.9550 280, Bridge Rehabilitation Projects in the amount of \$17,476.68 and agenda page 13 consisted of a request to amend the existing contract with Stephen Miller General Contractors to increase the contract total by \$17,476.68 to include Change Orders 1 and 2, due to changed conditions discovered in the field.

Motion was made by Mr. Taylor, seconded by Mr. Dickinson and carried unanimously to approve the request for a transfer of funds in the amount of \$17,476.68, as outlined above, as well as to increase Capital Project No. H331.9550 280, County Bridge Projects, by the same amount and refer both items to the Finance Committee. *Copies of both requests are on file with the minutes.*

Motion was made by Mrs. Wood, seconded by Mrs. Frasier and carried unanimously to amend the existing contract with Stephen Miller General Contractors as previously mentioned and the necessary resolution was authorized for the July 20th Board meeting. *A copy of the request is on file with the minutes.*

Proceeding to agenda page 16, Mr. Tennyson recalled that prior Board resolutions had determined relocation of the Middleton Bridge was in the best interest of the County; however, he said, the new site was subject to State land impacts along both banks of the Schroon River. Mr. Tennyson advised that although the State ORPTS (Office of Real Property Tax Services) had determined the State land was not considered to be designated as Forest Preserve which meant they were not obligated to pay property taxes, the NYSDEC (New York State Department of Environmental Conservation) had conversely indicated the parcels should be treated as Forest Preserve and they were opposed to the County impacting them without significant land offsets. Due to the opposing opinions presented by these two State run entities, Mr. Tennyson said he would request authorization for the Chairman of the Board to execute the necessary correspondence with the New York State Attorney General regarding the status of the State lands impacted by the future relocation of the Middleton Bridge. He continued that the opinion of the Attorney General would trump those of the other two State entities and identify the correct manner in which to proceed with the project.

Following a brief discussion on the matter, motion was made by Mr. Monroe, seconded by Mr. Dickinson and carried unanimously to approve the above referenced request and the necessary resolution was authorized for the July 20th Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson reported the next agenda item pertained to the Final Design Report for the Hicks Road (CR52) Reconstruction Project. He noted that complete copies of the Report were available to the Committee members in CD format and beginning on agenda page 17 he had included an excerpt from the Report listing the alternatives to reconstruction of Hicks Road; *a copy of the Final Design Report in CD format is on file with the minutes.* Mr. Tennyson advised an exhaustive review of the road structure had been performed, subsequent to which it was determined that rehabilitation of Hicks Road would not be sufficient and that a full reconstruction of the road would

be required. He said this was a Federal aid reconstruction project and noted that the final design reports had been submitted to NYSDOT (New York State Department of Transportation) and they were currently awaiting final approvals. Mr. Tennyson concluded that no resolutions were necessary in relation to this matter and that the item was being presented as an informational update only to advise the Committee of the desired alternative.

The next agenda item, Mr. Tennyson apprised, consisted of a request to authorize travel for himself and Kevin Hajos, Deputy Superintendent of Public Works, to attend the 2012 Summer Highway & Bridge Professional Development Program in Cooperstown, NY on August 27th and 28th. Mr. Tennyson advised that overnight lodging at the County's expense would not be required for the travel as he would stay with friends and Mr. Hajos intended to incorporate the conference into his family vacation. He concluded the total meal and conference costs for their attendance would be \$584.

Motion was made by Mr. Taylor, seconded by Mrs. Frasier and carried unanimously to authorize travel for Messrs. Tennyson and Hajos as outlined above. *Copies of the Authorization to Attend Meeting or Convention forms are on file with the minutes.*

Continuing with the agenda review, the Items of Interest section was outlined, as follows:

- * Beach Road Reconstruction - Mr. Hajos advised that although initial reportings had indicated that construction on Beach Road would begin immediately following the Americade event, plans had changed to delay the start of construction until after the July 4th holiday so that there would not be open construction ongoing during the celebratory holiday events that typically drew a large number of people to the Village of Lake George. He continued that the project would begin with the eastern end of Beach Road on July 9th, with that section being completed by Labor Day, at which point work would begin near West Brook Road. Relative to the NYSDEC-owned portion of Beach Road, Mr. Hajos reminded the Committee of previous determinations that the section of Beach Road which was owned by NYSDEC would not be included in the reconstruction work, regardless of the fact that it was in severe disrepair. Since that time, he said discussion had been held with NYSDEC officials who had agreed to fund the construction costs of their portion of the road, although they would like the County to enter into a supplemental grant agreement to provide the design work. Mr. Tennyson added that in order to get the project moving quickly, their intention was to have the County provide a contract amendment with the existing design consultants for the project so they could rapidly move forward with the final design on their portion of the road and generate a bid package to be released later in the upcoming fall season. He said the agreement with the design consultant was pending, following determination of a scope of services and fee for the work; he added this work would be coupled with a grant amendment from NYSDOT and the costs for the additional work would be covered by State funds. Mr. Tennyson noted that he anticipated receipt of the grant amendment in the near future and if it was received prior to the July 20th Board meeting, he would likely submit a Pre/Post Committee Meeting Request to amend the contract with the design consultant and increase the NYSDOT grant to supplement the necessary State funding to cover the additional costs. Mr. Tennyson advised this action would not incur any additional cost to the County, but it would be necessary to provide funding for the work in advance, along with the rest of the construction costs for the County's portion of the project, and await reimbursing State grant funds. He continued the construction and administration work for the NYSDEC-owned portion of Beach Road would be bid separately by NYSDEC and funded with alternate grant funding which would not require a pass through or up-front funding by the County, which was important because it would not be prudent for the County to incur additional bonding costs in relation to this work. Mr. Tennyson advised Kubricky Construction would still be on site in the spring when the bid for construction on the NYSDEC portion

of Beach Road was released and he anticipated they would be very competitive in the bidding process; he added that they did not feel it would be insurmountable for two different companies to be completing construction on different sections of the same road if NYSDEC decided to award the bid to a firm other than Kubricky Construction. Mr. Taylor questioned whether the reconstruction project for the NYSDEC portion of Beach Road would incorporate porous paving and Mr. Hajos responded this determination had not been made as of yet and the matter was still under consideration by NYSDEC. He continued that most likely, the portion of road closest to the beach would not include porous pavement because there was too much wind blown sand in that area which would fill in the pores of the pavement, rendering it useless. Mr. Tennyson advised he would continue to provide additional information on the matter as it became available. Mr. Monroe noted the eastbound lane of Beach Road had historically presented a flooding issue and he questioned whether this would be addressed in the reconstruction process; Mr. Tennyson responded affirmatively, noting that the elevation drainage facilities in that area would be adjusted accordingly.

- * West Brook Parking Lot - Mr. Tennyson advised the construction of the West Brook Parking Lot was proceeding behind the initially anticipated schedule, due to the need for relocation of a utility pole located at the end of West Brook Road which had delayed the project. He said that although National Grid had placed a new pole in the desired location and relocated their power lines, they were still waiting for Verizon and Time Warner Cable to move their lines, which was anticipated to occur during the following week. Once the utility transfer was complete, Mr. Tennyson explained that the existing medians could be removed and the south lane of West Brook Road could be re-striped for two-way traffic, allowing the interim parking plan to be instituted in the former north lane and parking meters to be installed. Mr. Dickinson questioned if any paving was intended for the West Brook parking lot in 2012 and Mr. Tennyson replied in the negative, stating that future grant funding anticipated from the NYSEFC (New York State Environmental Facilities Corporation) would be used to implement a porous pavement surface for the parking lot. Mr. Dickinson then asked whether the existing sidewalks along West Brook Road would be retained and Mr. Tennyson responded that the sidewalk on the north side of West Brook Road would be retained and most of it moved onto the former Gaslight Village site, outside of County Highway ROW (right of way). Mr. Dickinson inquired as to whether discussions had been held with Bill Dow, owner of the Lake George Steamboat Company, relative to possibly extending his existing parking lot to coincide with the parking facilities being built and Mr. Tennyson replied Mr. Dow had been included in discussions regarding the land swap debate which pertained to properties in that area. Mr. Tennyson apprised he and his staff continued to work with NYSEFC to meet milestones on the project, the most recent of which was a Feasibility Study for the Sustainable Advancement of the Lake George Environmental Park completed by the DPW Engineering staff and he noted that the agenda packet included a portion of the executive summary from the Study which provided the layout of the project and the feasibility of the porous pavement application; *a full copy of the Feasibility Study is on file with the minutes*. One issue encountered, he said, was the amount of grant funding flowing to a small area of Lake George which made it difficult to manage the Beach Road, Festival Space and Lake George Environmental Park construction projects while trying not to interfere with events scheduled for the former Gaslight Village property. Mr. Tennyson advised one pressing concern was with the application of porous pavement for the parking lot area in the spring, concurrent with the Lake George Environmental Park construction which was scheduled to take place at the same time and would necessitate use of the parking lot area to allow access for construction vehicles to the north parcel. He said they were reviewing options to either modify the construction schedules or maintain access for construction vehicles to the north parcel while avoiding damage to the porous pavement planned for the parking lot. Mr. Bentley asked if the appropriate agreements were in place with the Village of Lake

George for management of the County-owned Beach and West Brook Road parking lots and Mr. Tennyson replied that agreements had been forwarded to the Village of Lake George in May, but had not been finalized; he added they were awaiting comments from the Village to finalize the documents and he assumed these issues would be discussed during the next meeting with Village representatives, which was scheduled to take place during the following week. A brief discussion ensued.

- * Diamond Point Road Paving - Mr. Hajos apprised the Diamond Point Road paving project would be difficult as its location would affect the entrance and exit ramps for the Northway (I-87). He continued that the project was scheduled to begin during the next week and would entail milling two inches of pavement from the existing surface. Mr. Hajos said they had developed a plan for maintenance and protection of traffic which they had forwarded to NYSDOT, following which NYSDOT had provided permissions to close down the Northway entrance and exit ramps for a period of four hours per day on two days to complete certain aspects of the paving project. He noted that while the milling work was being completed, traffic would be allowed through the area, alternating lanes as necessary; however, he noted, ramp closures would be employed for four hours on each of the two days the paving was being completed, as per NYSDOT authorizations. Mr. Hajos advised that message boards were being set up on the Northway and Diamond Point Road, as well as on Route 9, to advise of the impending road work and lane closures. He concluded that the project should be completed by Thursday, July 12th.
- * Bay/Cronin Road Intersection Modification - Mr. Tennyson circulated photos of the modifications made to the intersection of Bay and Cronin Roads in the Town of Queensbury as the result of a study undertaken by the A/GFTC (Adirondack/Glens Falls Transportation Council) which suggested changes to the geometry of the intersection in an effort to reduce vehicle accidents in that area. He noted that essentially, the modifications had included removing extra lanes that had caused confusion for drivers. Mr. Tennyson said initial indications reflected that traffic was flowing well through the area without issue and he advised they would continue to monitor the area and the accident histories to determine whether further modifications were necessary.
- * Hadley-Luzerne Bridge Rehabilitation - Mr. Tennyson displayed a photo of the Hadley-Luzerne Bridge which was currently undergoing rehabilitation work. He pointed out that the picture reflected the paving work taking place on top of the bridge, but noted the bulk of the work was being done underneath and he said he would bring pictures of that work to the next meeting.
- * Garnet Lake Road Paving - Pictures of ongoing paving on Garnet Lake Road were circulated amongst the Committee members. Mr. Tennyson noted the project was proceeding on schedule thanks to the hard work and dedication of his paving staff.

Copies of all photographs are on file with the minutes.

Concluding the agenda review, Mr. Tennyson noted there were no Referral Items to discuss.

There being no further business to come before the Public Works Committee, on motion made by Mrs. Frasier and seconded by Mr. Dickinson, Mr. Bentley adjourned the meeting at 11:06 a.m.

Respectfully submitted,
Amanda Allen, Deputy Clerk of the Board